

What is claimed is:

1. A method for controlling a fuel metering system of an internal combustion engine, in which an activation duration of at least one electrically operated injector (18) determines the fuel quantity to be injected; the minimum activation duration during which fuel is only just injected being determined in certain operating states; the activation duration being increased or reduced starting at an initial value, and the activation duration during which a signal undergoes a change being stored as the minimum activation duration, wherein the difference between the activation duration during which a signal undergoes a change and the stored minimum activation duration is determined, and from this, correction values for the fuel quantity map of the injector (18) are determined and stored using at least one transfer function ( $\ddot{U}1$ ,  $\ddot{U}2$ ,  $\ddot{U}3$ ), which characterizes the relationship between the minimum injection duration and activation durations at several test points (VE1, VE2, LL, EM, VL) of the injector (18) and/or the relationship between the activation durations at different test points of the injector (18).
2. The method as recited in Claim 1, wherein the at least one transfer function ( $\ddot{U}1$ ,  $\ddot{U}2$ ,  $\ddot{U}3$ ) is determined during an injector fuel-quantity compensation (IMA).
3. The method as recited in Claim 1 or 2, wherein the at least one transfer function ( $\ddot{U}1$ ,  $\ddot{U}2$ ,  $\ddot{U}3$ ) is stored on the injector (18).
4. The method as recited in Claim 1, wherein the transfer functions ( $\ddot{U}1$ ,  $\ddot{U}2$ ,  $\ddot{U}3$ ) are stored in an engine control unit (20).